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CENTRAL INTELLIGENCE AGENCY

REPORT NO

COUNTRY	USSR (East Prussia)
SUBJECT	Railway Lines, Bridges, and Equipment

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1. The following railway tracks in the former German province of East Prussia were converted to broad gauge by November 1947:
  - a. Kaliningrad - Ponarth - Insterburg - Tilsit: Single track operating; only one line of track remains intact.
  - b. Kaliningrad - Ponarth - Labiau.
  - c. Kaliningrad - Pillau: Broad gauge track on one line and standard gauge on the other.
2. The line from Kaliningrad to Preussisch Eylau is unique in the whole of East Prussia in that four separate rails have been laid on a single track to carry trains of both gauges. The single track was used in mid-March 1948.
3. The line from Kaliningrad to Pillau (via Cranz, Neubuhren, Brüster Ort, Palnicken, and Fischhausen), converted to broad gauge prior to November 1947, was in operation in January 1948.
4. The Königsberg - Kleinbahn, branching at Pranten to Schaaksvitte (Kurisches Haff) in one direction and to Tapiau on the Pregel River in the other, was dismantled immediately after the capitulation in 1945, together with all repair shops and locomotive sheds. The track was moved to the Frisches Haff area, where a new line was laid running from Pillau - Neutief through Möwenhaken - Kahlberg, to the area of Stutthof. Forty-five kms. of track were taken from the Kaliningrad - Schaaksvitte line and fifty kms. from Pranten to Tapiau. Locomotive sheds and repair shops have been rebuilt along the new stretch and, altogether, the Kleinbahn disposes of some 9 locomotives, 3 Diesel railcars, 120 freight cars, and 30 - 40 passenger coaches.

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5. The old railway bridge across the Pregel River, leading to the Kaliningrad Lizenbahnhof, has been in use since November 1947; it carries single-line traffic. Repairs to the war-damaged new railway bridge have been under way since July 1947. The bridge should be open for traffic in the summer of 1948. ([REDACTED]) 25X1A
6. The automatic electrical signalling apparatus, installed in all signal boxes in Kaliningrad and in the larger stations in the northern part of East Prussia, has been dismantled by the Soviets and transferred to an unknown destination. All signal boxes are now operated by hand. The remaining semi-automatic signalling apparatus has been crated and removed.

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